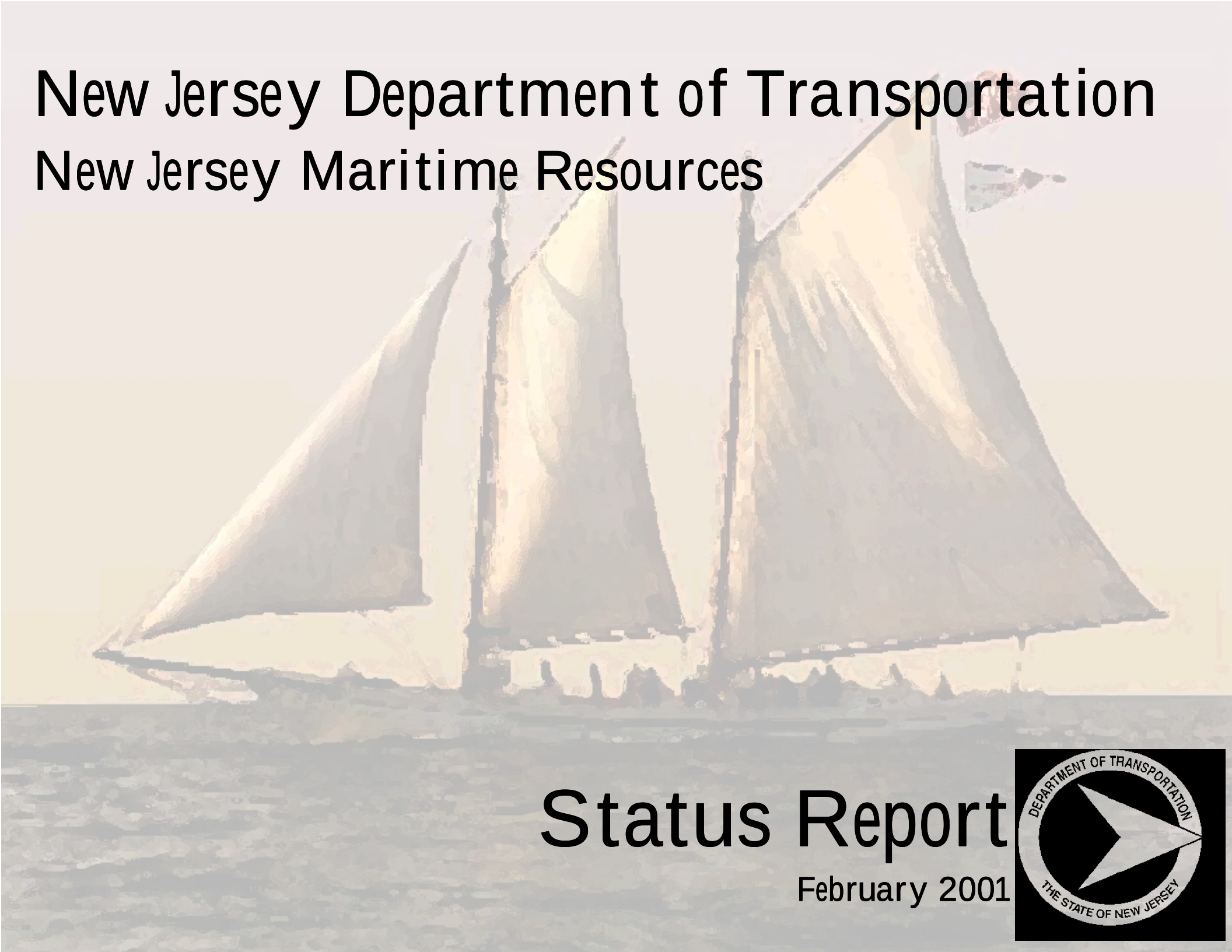
New Jersey Department of Transportation

New Jersey Maritime Resources



Status Report

February 2001

Introduction

New Jersey Maritime Resources (NJMR) was created by Governor Christine Todd Whitman in August of 1995 to provide interagency support, programmatic planning and policy recommendations on maritime issues to the Governor and the Legislature. In 1999, we became part of the New Jersey Department of Transportation. NJMR promotes coordination and cooperation with and among State, multi-State, Federal and non-governmental agencies. NJMR promotes public education on all maritime issues and serves as the primary advisory body and lead agency for support of New Jersey's $50 billion maritime industry which includes ports and terminals, boat manufacturing, ferry operations, government services, and maritime environmental resources. NJMR supports technology research and development, investigates innovative dredged material management technologies to ensure a balance between development and protection of marine ecosystems, and the growth of New Jersey's Marine Transportation System.

To support our mission, we have categorized our projects into four areas of emphasis: Public Policy and Planning, Economic Development, Marine Biology and Technology Development. You will find that we are involved in a wide variety of projects, many on the cutting edge of dredged material management.

Our most important role in 2001 is to ensure that we establish an outreach program to inform the citizens of New Jersey and the Port region of our successes. We look forward to our next status report, one that will show New Jersey as the leader in innovative and environmentally sound dredged material management practices.

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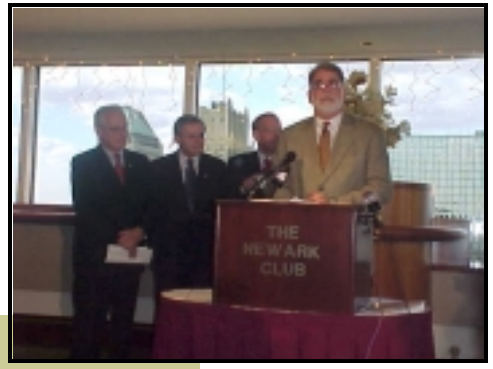
From the Desk of



Pictured above: Richard J. Gimello giving a presentation at the Passaic River Restoration Initiative News Conference. Below: The staff of NJMR taking a tour of the CTI Processing Facility in Jersey City, NJ.

The year 2000 was marked by transition and steady progress for the staff and programs at NJMR. Our first Executive Director retired, setting sails for deeper waters. Frank McDonough's leadership was invaluable in establishing the mission, goals and early successes of our organization. NJMR's move from the New Jersey Commerce and Economic Growth Commission to the New Jersey Department of Transportation was another important transition. We will miss our friends at Commerce, however the fit with NJDOT feels right.

Joining NJDOT allows us to expand our focus on the Marine Transportation System (MTS). Integrating the specific needs of the MTS with overall State transportation planning and construction initiatives will insure access to capital and expertise that NJMR will surely need to complete its mission.

Late in the year, Congress passed the Water Resources Development Act (WRDA) 2000 providing authorization for the 50' deepening of the New York/New Jersey Harbor. The importance of this project to the economic and environmental sustainability of the Port region simply can not be overstated. NJMR's contributions to this project will be realized through the successful implementation of the State's sediment management strategies. As documented in this report, NJMR is working aggressively toward this goal.

On the technology front, our decontamination and processing projects are advancing towards the demonstration phase. The policy of beneficial use of dredged material is a reality in New Jersey today and holds great promise for the future. However, this promise is not without significant challenge. The same can be said for NJMR's involvement in the Comprehensive Port Improvement Plan (CPIP), Portway, Port Inland Distribution Network (PIDN), MTS and other related projects. The coalition of Federal and regional agencies working with NJMR on these

issues have few illusions as to the scope of these challenges. The coming year will test our collective efforts in this area.

Finally, NJMR has expanded our outreach and interaction with the bi-State agencies and stakeholders in the Delaware River Port community. We are hoping to develop the same strong relationships with the maritime community in this region that we currently have in the New York/New Jersey Harbor region. One of the major goals during the coming year will be to promote the importance of the maritime community statewide.

The year 2001 should be exciting for NJMR. We anticipate a significant increase in the upland placement of dredged materials for brownfield redevelopment and mine reclamation. We should complete the initial pilot phase of our Sediment Decontamination Technologies Demonstration Program and we anticipate the positive results will permit us to continue. In addition, dredging of the Port Jersey Channel should commence by June. This marks the beginning of what will be an important regional maritime and economic development project, the creation of a container terminal at the Military Ocean Terminal, Bayonne. It is also anticipated that the State will begin the planning and development of a Sediment Processing Facility funded by the 1996 Port Revitalization Bond Act.

The year 2000 has set the stage. NJMR will continue to turn the initiatives and innovative ideas into reality, making New Jersey the leader in utilizing dredged material as a valued resource and the premier maritime State.

Richard J. Gimello

the Executive Director

Milestones-2000

Pictured above: CTI Dredged Material Processing Facility, Jersey City, NJ. Left: Shredded car interiors are processed into PROPAT® a potential new ammendment for dredged material. Below: AirGuard™ demonstration site at IMTT, Bayonne, NJ.

February

- Frank M. McDonough retired from his position as Executive Director.

March

- AirGuard™ Phase II contract awarded to AirGuard™, Inc., Trumbull, CT.

April

- Richard J. Gimello appointed as Executive Director of NJMR by NJDOT Commissioner James Weinstein.
- Claremont Channel Deepening project, a public/private partnership contract, awarded to Hugo Neu Schnitzer-East, Jersey City, NJ.

June

- ENDESCO, Clean Harbors, LLC, Des Plains, IL, innovative technology pilot project awarded.
- JCI/Upcycle Associates, Inc., Boston, MA, innovative technology pilot project awarded.
- NJ Landfill Demonstration project (Palmyra Cove and the Ocean County Landfill) MOA signed with NJDEP and NJDOT.

July

- Pennsylvania Mines Reclamation project partnership with the Port Authority of New York and New Jersey and Consolidated Technologies, Inc., Blue Bell, PA, awarded.

August

- BEM Systems, Chatham, NJ, innovative technology pilot project awarded.

October

- NUI Environmental Group, Inc., Union, NJ, innovative technology pilot project awarded.

November

- Contract modification issued to NJ Marine Sciences Consortium (NJMSC) to include mercury (Hg) monitoring as part of the Air Quality Monitoring project at Bayonne Landfill
- Two 2-year term agreement contracts for NJMR Project Management and Technical Services were awarded to Lawler, Matusky, & Skelly Engineers (LMS) and TAMS Consultants, Inc.

Pictured above: Sediment dewatering in Newark Bay for Sediment Decontamination Demonstration program. Right: OENJ-Cherokee's Dredged Material Processing Facility, Bayonne, NJ. Below: Amended dredged material placed at the Abandoned Mine Reclamation Laboratory, Huston Township, PA.

Public Policy & Planning

Comprehensive Port Improvement Plan (CPIP)

NJMR is a member of the Consortium (with the Port Authority of New York/New Jersey [PANYNJ], New York Empire State Development Corporation, and the New York City Economic Development Corporation [NYCEDC]) responsible for the preparation and implementation of the CPIP and the CPIP Environmental Impact Statement (EIS). The Consortium, in conjunction with Federal co-lead agencies (United States Environmental Protection Agency [USEPA] and the United States Army Corps of Engineers [USACE]) and State and local agencies, will work closely to create a comprehensive plan for the future improvement of the Port of New York and New Jersey. This comprehensive plan will identify economically viable and environmentally protective initiatives that will serve to manage the needs of the Port.

In order to accomplish this goal, the Consortium and co-lead agencies have been working diligently on the Steering and Management Committees. Since the signing of the Memorandum of Understanding (MOU) in January 2000, the committees have hired a CPIP Coordinator, released a Request for Qualifications (RFQ), drafted the CPIP Request for Proposals (RFP), selected three consulting teams to receive an RFP, developed administrative procedures, and drafted the EIS Scope of Work. The next year will yield progress in the actual preparation of the CPIP and CPIP-EIS documents.

Hudson-Raritan Restoration Program

The USACE was authorized to determine the feasibility of environmental restoration and protection relating to water resources and sediment quality within the New York/New Jersey Port District. The Hudson-Raritan Estuary Restoration Program includes creation, enhancement, and restoration of aquatic, wetlands, and adjacent upland habitats. The Reconnaissance phase investigation, completed in June 2000, identified 87 ecosystem restoration sites for consideration in a Feasibility Study (FS). A Project Study Plan (PSP) for the FS, completed in December 2000, outlines the evaluation of 80 proposed restoration sites and 13 specific alternatives. This program will also include the restoration of the Passaic River which will proceed under a separate Feasibility Study.

NJMR is one of the non-Federal sponsors (with the PANYNJ, New York State Department of Environmental Conservation [NYSDEC], and the New Jersey Department of Environmental Protection [NJDEP]) working with the USACE to successfully implement this restoration effort throughout the Harbor.

Port Jersey Channel Deepening

Completion of negotiations with the USACE on the Project Cooperation Agreement (PCA) for the 41' project has been one of the major successes of 2000. The deviation report will be sent to Washington early in 2001 for approval. Pending approval of the changes, signatures can be expected soon thereafter. This project involves the removal of 1.4 million cubic yards of

sediment and will bring the serviceable depth of the Port Jersey Channel down from 38 feet to 41 feet. In addition, the State-owned channel will become "Federalized" and maintenance responsibilities will be taken over by the USACE. It is hoped that dredging on this critical project will be initiated on the inner pier area in 2001. Initial design work on the 50' project is expected to begin in early 2001, and will involve a realignment of the outer channel to straighten the approach.

NJDOT Berm Project

Data collection and analysis has been completed on this project, designed to evaluate the engineering stability, cost and environmental impact of amended dredged materials in roadway embankments. Working in conjunction with NJDEP, Sadat Associates and the Sediment and Dredged Materials Institute, Rutgers University, are producing a final report on the project (due early 2001), initiating work on NJDOT standards, and developing a public outreach program on the use of dredged materials in highway projects.

Passaic River Restoration

NJMR has urged the USACE, the USEPA, and NJDEP to form a Partnership with NJMR (as non-federal sponsor) to comprehensively restore the Passaic River. The Lower Passaic River is one of the top 10 most contaminated rivers in the country. Investigations indicate that the Passaic River sediments are contaminated with many constituents including, but not limited to, dioxin, polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs), DDT, and metals (mercury and lead in particular). The contaminated sediments in the river impact the ecological and human receptors in the area, limit the potential for waterfront development and future land use, and are likely to be a significant contributor to the contaminant loading in the New York/New Jersey Estuary. Contaminant loading and its impact on sediment quality result in significant economic impacts to the Port of New York and New Jersey due to increased cost of navigational dredging.

In order to address these issues, the USACE was authorized this past year through the Water Resource Development Act (WRDA) and Congressional Resolutions, to proceed with Reconnaissance and Feasibility Studies to restore the Passaic River. This initiative will begin an innovative partnership to remediate the sediments, restore the ecosystem and revitalize the surrounding region. To further this initiative, NJMR participated in a Press Conference sponsored by NJ Congressional Representatives and presented the initiative at public meetings and technical conferences.

Marine Transportation System (MTS)

The Marine Transportation System (MTS) consists of waterways, ports and intermodal landside connections, which will allow the various modes of transportation to move people and goods to, from and on the water. Collectively, MTS in the US consists of 25,000 miles of navigable channels, 238 locks at

Public Policy & Planning (cont.)

192 stations, the Great Lakes and the St. Lawrence Seaway, over 3,700 marine terminals and numerous recreational marinas. It also includes over 174,000 miles of rail connecting all 48 contiguous states as well as Canada and Mexico, over 45,000 miles of interstate highway, supported by over 115,000 miles of other roadways and over 1,400 designated intermodal connections. In New Jersey, this translates to 127 miles of Jersey shoreline, 116 State navigation channels, 240 miles of navigable waterways in the New York/New Jersey Harbor and 106 miles in the Delaware River and Bay.

MTS helps our economy to grow, strengthens our national defense and provides a higher standard of living for all Americans. The MTS facilitates our bulk exports and imports of agricultural, mining and energy products and is the major import method of 67% of the consumer goods purchased by the American public, including clothing, electronic equipment and food. Additionally, the MTS affects the average American in many ways each day. This includes: expanding our selection of products by providing greater access to domestic and world and increasing the affordability and quality of products through low-cost and reliable transportation.

Based upon this national system, NJMR has started meeting with the Port Authorities of New York and New Jersey and the Delaware River and other Federal and State agencies to develop local and regional initiatives that support the MTS. Staff members will be assigned to various working groups to insure that New Jersey's needs are heard. NJMR has taken the lead in formally establishing the New Jersey Marine Transportation System Act which would provide funds to various aspects of New Jersey's $50 billion maritime industry.

Volatilization Project

Our collaborative research program on the volatilization of PCBs from dredged material has successfully completed a year of baseline data at the OENJ Facility in Bayonne, NJ. Stevens Institute of Technology has installed a weather monitoring station at the landfill, and has completed work on the mobile monitoring equipment in preparation for the receipt of dredged materials at OENJ. Due to delays in contract award, OENJ did not receive any significant amounts of dredged materials in 2000, but 2001 should be a banner year for the facility with over 1 mcy of sediment from Port Jersey Channel and Newark Bay are expected to be processed. The Rutgers and Stevens team will be there monitoring the air quality. In addition, based on recommendations from NJDEP's Mercury Task Force, our contract with the New Jersey Marine Sciences Consortium (NJMSC) was modified to include monitoring of volatile mercury.

Water Resources Development Act 2000

Passage of the Water Resources Development Act (WRDA) 2000 provided authorization for deepening of the New York/New Jersey Harbor to 50 feet and funding for all New Jersey's major channels including deepening of the Kill Van Kull, the Arthur Kill and Port Jersey Channel. Federal maintenance

funds were among the highest ever received for the Port. NJMR commends New Jersey Legislators for their hard work in Congress.

Claremont Channel

NJMR completed contract negotiations with Hugo Neu Schnitzer East of Jersey City to perform a complex dredging project on the Claremont Channel. The project will remove over 1.2 million cubic yards of sediment and increase the depth from 25 feet to 32 feet. As of December, 100,000 cubic yards of material was dredged and taken to the Newark Bay Confined Disposal Facility, increasing the serviceable depth to 28 feet across the channel. Due to permit restrictions, the project was halted but will resume in June 2001. It is expected that the remaining material (150,000 cyd to Pennsylvania Mines, 150,000 cyd to the PROPAT® demonstration, 100,000 cyd to a habitat creation project, and the remainder to brownfield reclamation projects) will be moved before the close of 2001. Also completed this year was a pilot project, managed by NJDEP, evaluating the use of PROPAT® (shredded car interiors) as an amendment for stabilization of dredged materials. Preliminary results indicate that not only is the material suitable for use as an amendment, it may actually bring the overall costs of upland management of dredged materials down.

Coast Day New Jersey 2000

On October 1, 2000, NJMR participated in Coast Day New Jersey. The event was sponsored by NJMSC and the New Jersey Sea Grant Co-operative Extension Program to increase the public's knowledge of New Jersey's coastal environment and marine resources. Academic and governmental agencies, as well as commercial and recreational boating industries were invited to assist in increasing public awareness of the importance of the maritime community.

NJMR was in attendance to educate as well as introduce our efforts for a Sustainable Marine Trades Initiative (SMTI). The initiative is designed to better assist New Jersey marine trades businesses and to highlight those that conduct exemplary or creative methods of environmental stewardship in New Jersey. NJMR met with the public for feedback on improving our SMTI and to spread the word on the initiative.

The event was a success and we continue to promote and improve the SMTI.

Economic Development

Delaware River Ports

NJMR has started working with the Delaware River Port Authority (DRPA) and the South Jersey Port Corporation (SJPC) to identify projects to improve goods movement in the Port of Camden. As larger ships enter Ports along the Delaware River, it is essential that the goods move from the port facilities to the highway without undue disruption to the local communities. NJMR has also taken steps to get more involved in maritime issues involving the Delaware River by becoming a member of the Maritime Exchange and the Mariners Advisory Committee. On the horizon, NJMR is a local non-Federal sponsor with DRPA and the States of Pennsylvania and Delaware for the deepening of the Delaware River to 45 feet. It is anticipated that the project will commence in the late summer, 2001.

Federal Initiatives

NJMR closely coordinates with public and private partners at all levels of government to support and coordinate strategies regarding Federal maritime programs and initiatives which effect maritime businesses in New Jersey. Starting in 2000, NJMR began implementing mechanisms to apply for Federal grant monies which can assist maritime related businesses in New Jersey. To date, there has been no one State entity with a related focus to apply for, receive, and distribute such advantageous funding programs.

Military Ocean Terminal, Bayonne (MOTBY)

As discussed earlier in this report, preparations are underway for the dredging of the Port Jersey Channel. This project will coincide with the development of a state-of-the-art container terminal facility and the full conversion of the Military Ocean Terminal, Bayonne. As envisioned, the MOTBY peninsula will be a large-scale mixed-use economic development project including public waterfront access, restaurants and retail facilities, Manhattan skyline apartments, a marina and an amphitheater.

NJMR has been working closely with the City of Bayonne and will continue on in 2001 with this important regional project.

Port Inland Distribution Network (PIDN)

In 2000, NJMR became a partner in the development of an intermodal feasibility study including movement of containers via barge to Southern and Western New Jersey locations. This new barge service will enable the Port of New York and New Jersey to better handle increased trade, create significant economic development opportunities at Delaware River Port locations, and eliminate the need for additional trucks on the road.

Marine Biology

NJ Toxics Workplan and related projects

2000 was a very busy year for our role in the Harbor Estuary Program. Three pollution monitoring and planning projects are coordinated under the regional Contaminant Assessment and Reduction Program (CARP): the NJ Toxics Workplan, the CARP Quality Assurance Program, and the Harbor Modeling Project. Our partners at NJDEP, Stevens and Rutgers on the Toxics Workplan have successfully completed the design and equipment shakedown efforts that have been underway for the last 2 years and began collecting data. We now have in-stream and head-of-tide samples with ultra-low detection limits for a host of contaminants in the Passaic River, Hackensack River, Raritan River, and Newark Bay. Stevens deployed their innovative solids monitoring devices in the Kill Van Kull and at the confluence of the Passaic and Hackensack Rivers. In 2001, data collection efforts on the aforementioned water bodies, in addition to the Elizabeth and Rahway Rivers and the Arthur Kill will be ongoing. Initial identification of areas of concern (AOCs) for the contaminants of concern (COCs) listed in the Harbor Comprehensive Conservation and Management Plan (CCMP) will begin in 2001. This data will also be used to calibrate and validate a state-of-the art contaminant fate and transport model for the entire estuary.

The Hudson River Foundation is spearheading the effort to find and manage a contractor for this modeling effort. In addition, a Modeling Evaluation Group (MEG) has been set up with members from the NJDEP, NYSDEC, USACE-NY District, USEPA, NJMR and various academic experts. The MEG has evaluated the proposals and HRF is in the process of making an award. Work is expected to commence on this important project in 2001, with final results not expected for several years. The MEG will review progress on the model over the life of the project.

Again acting on our behalf, the HRF has selected a Quality Assurance contractor for the entire CARP effort. This contract is designed to provide impartial review of data from both the New York and New Jersey Workplans, as well as to review Standard Operating Procedures and Quality Assurance Plans and audit and confirm that all parties are performing as needed.

Technology Development

AirGuard™

Phase I of the demonstration of the innovative pneumatic sediment barrier system, AirGuard™, was completed this year. The project was hosted by IMTT, Bayonne, NJ. The system array has been running for over a year with minimal sediment build-up, and no environmental impacts detected. This management option appears to be highly successful for low energy, finger-pier sites like IMTT. NJDEP approved continuation of the system, and IMTT has taken over operations. Remaining project funds will be used to prepare formal presentations of the project and to conduct a 2-year monitoring beginning in 2001. In addition, Phase II of the project will get underway next year at the TOSCO Facility in Linden. This site is a high energy open bulkhead configuration which will provide a good test for this management option.

Decontamination Technologies Demonstration Program

Considerable progress has been made this year on our program to evaluate the use of sediment decontamination technologies in navigational dredging projects. The BioGenesis technology pilot project, funded by USEPA, which was completed in 1999, has received approval from NJDEP and NJMR to serve as a pilot for our program. The report illustrated that not only can this technology serve to reduce contamination, but it will also be cost effective at managing dredged materials from navigation projects. We have completed our negotiations to fund a contract for a 75,000 cyd demonstration project to be initiated in 2001.

Contracts were awarded to NUI Environmental, JCI/Upcycle Associates, BEM Systems, and ENDESCO/Clean Harbors for pilot projects ranging in size from 600 gallons to 2,500 cyd. Pilots were initiated in July with the help of the USEPA and USACE-NY District providing much needed assistance with the mixing of 2,500 cyd of sediment dredged last year from the Stratus Petroleum docks in Newark. NJMR expects completion of all four pilots, initiation of the BioGenesis demonstration project, and initiation of contract negotiations for demonstrations on successful pilots in 2001.

Palmyra Cove Demonstration Project:

NJMR is working with NJDEP, the Burlington County Bridge Commission, Burlington County Resource Recovery Complex, and Rutgers University to demonstrate beneficial use applications for dredged material to be mined from the Palmyra Cove Confined Disposal Facility. Beneficial use applications may include daily and intermediate landfill cover, landfill stabilization, topsoil, cement, ceramics, lightweight aggregate, grading and fill material, or road base and embankment material. The successful demonstration of beneficial use applications for dredged material may then be applied to navigational dredging programs in the New York/New Jersey Harbor and the Delaware River. To date, the parties involved have completed an approved work plan and conducted preliminary

sampling. Completion of this demonstration project is anticipated by 2002.

Pennsylvania Mines Demonstration Project

Considerable progress was made in 2000 on the PA Mines initiative. The Consolidated Technologies Inc. (CTI) facility on Claremont Channel, Jersey City, NJ became fully permitted and is the sole processing point for material for the project. NJMR negotiated an agreement with the PANYNJ to cover part of the incremental cost increase to send material from the Port Newark facilities (Reaches B,C,D) to the Bark Camp Mine Reclamation Research Facility in Huston Township, Pennsylvania. By the end of the year over 130,000 cubic yards were dredged and processed through the CTI plant. We expect that an additional 250,000 cyd will move to Bark Camp in 2001 from the Claremont Channel, Reaches B,C,D and Howland Hook. Additionally, 50,000 cyd will be moved from the Delaware River by the USACE-Philadelphia District during 2001.

State of New Jersey Sediment Processing Facility

NJMR has developed a plan to design, build, and operate a dredged material processing plant in the Port District. The facility will be designed to process up to 500,000 cyd of material annually. The State will contract the design and construction of the facility in one contract and the operation of the facility in another. This facility will ensure a supply of processed dredged material for roadway and brownfield projects, as well as ensure that a low-cost alternative is available for small quantity dredged material generators such as marinas.

Port of NY/NJ Dredging

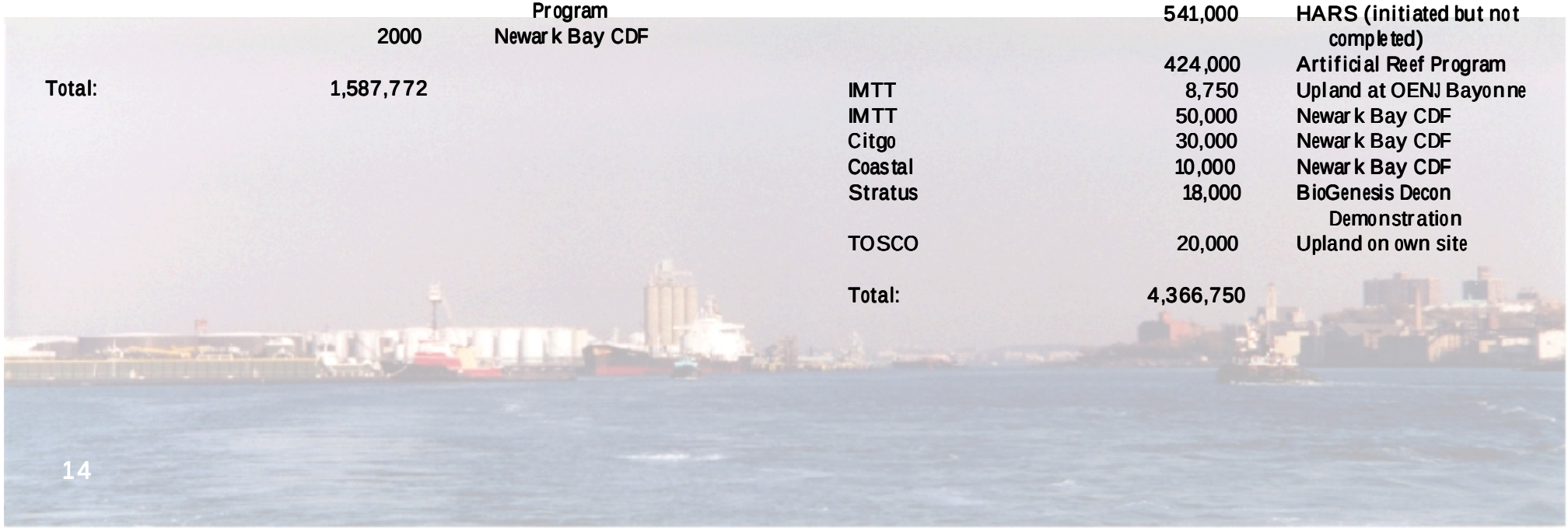
Substantial progress on dredging was made in 2000 in the Port and due to construction projects, dredging volumes are expected to increase in 2001. The following lists the projects completed in New Jersey and shared waters, the volumes removed (cyd), the management option employed, as well as the projected dredging volumes (cyd) for 2001.

Projects Completed in 2000:

KVK/NB-45'	139,500	Historic Area Remediation Site (HARS)
	418,500	Artificial Reef program
	2,250	Newark Bay CDF
Claremont Channel	125,000	Newark Bay CDF
Cadell Dry Dock	19,974	Newark Bay CDF
Raritan River	578,000	HARS
Howland Hook	10,000	PA Mines
OENJ-Bayonne Access Channel	148,000	Upland at OENJ Bayonne
Reach B,C,D	26,648	Newark Bay CDF
	117,400	PA Mines
Stratus Petroleum	500	Decontamination Demonstration Program
	2000	Newark Bay CDF
Total:	1,587,772	

Projects Expected for 2001:

Port Jersey Channel 1	500,000	Upland Remediation
Reach B,C,D	83,000	PA Mines
Raritan Bay	200,000	HARS
Howland Hook	70,000	PA Mines
Claremont	25,000	Newark Bay CDF
	525,000	PROPAT® Demonstration
	450,000	Upland Remediation
KVK 4	233,000	Upland at OENJ Bayonne
	1,060,000	HARS (initiated but not completed)
	12,000	Artificial Reef Program
KVK5	107,000	Upland at OENJ Bayonne
	541,000	HARS (initiated but not completed)
	424,000	Artificial Reef Program
IMTT	8,750	Upland at OENJ Bayonne
IMTT	50,000	Newark Bay CDF
Citgo	30,000	Newark Bay CDF
Coastal	10,000	Newark Bay CDF
Stratus	18,000	BioGenesis Decon Demonstration
TOSCO	20,000	Upland on own site
Total:	4,366,750	



The Staff of NJMR

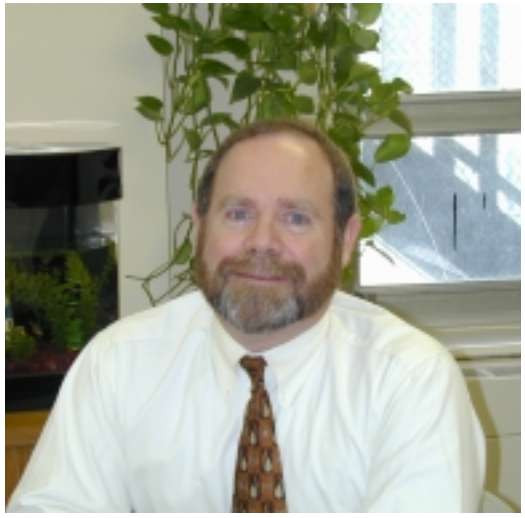
Richard J. Gimello
Executive Director

On April 17, 2000, Commissioner James Weinstein announced the appointment of Richard J. Gimello as Executive Director of New Jersey Maritime Resources within the New Jersey Department of Transportation. Mr. Gimello most recently served as Assistant Commissioner for Site Remediation in the New Jersey Department of Environmental Protection.

Mr. Gimello also served as Vice-President of Development for Concord Resources Group, a hazardous and solid waste management company owned by Conrail and as the Director of the New Jersey Technical Assistance Program for Industrial Pollution Prevention at the New Jersey Institute of Technology. He also acted as the Executive Director of the New Jersey Hazardous Waste Facilities Siting Commission from 1982 to 1990. Mr. Gimello previously worked for NJDEP from 1980 to 1982 as Chief of the Office of Public Participation.

Mr. Gimello holds a Masters degree in Public Policy from Rutgers University and a Bachelor of Science degree from Trenton State College.

Michael D. Riley
Deputy Director



Mike Riley came to New Jersey Maritime Resources in August of 1999 after a 21-year career with the United States Coast Guard, retiring with the rank of Commander. A 1977 graduate of the US Coast Guard Academy, his assignments included the Coast Guard Cutter DUANE in Portland, ME, the Marine Inspection Office, New Orleans, LA, the Marine Safety Office, Portland, ME, the US Coast Guard Supply Center, Brooklyn, NY and the Marine Safety Office/Group, Philadelphia where he was the Alternate Captain of the Port.

Mr. Riley is responsible for the day to day operations of the office and all issues dealing with personnel, contracting, and procurement. He works closely with NJDEP, the USEPA, US Army Corps of Engineers in New York and Pennsylvania, the Port Authority of New York and New Jersey and the Delaware River Port Authority to protect New Jersey's maritime interests.

Mr. Riley has a Masters of Business Administration from the University of Southern Maine at Portland and a Masters degree in Education from Temple University.

Lisa A. Baron
Project Specialist—Technical Program Manager

Ms. Baron joined NJMR in June of 1999 and manages projects related to restoration initiatives, port improvement and beneficial use of dredged material in the NY/NJ Estuary and the Delaware River. This past year, she was elected as the Co-Chair of the Management Committee for the Comprehensive Port Improvement Plan for the Port of NY/NJ. Ms. Baron is also the current Vice-President of the Hudson Delaware Regional Chapter of the Society of Environmental Toxicology & Chemistry. Previously, Lisa worked for eight years as an Environmental Scientist/Ecological Risk Assessor with ChemRisk-McLaren/Hart, Inc. and Oak Ridge National Laboratory, a U.S. Department of Energy facility.

Ms. Baron has a Masters of Science Degree in Biology from Indiana University of Pennsylvania and a Bachelors Degree in Biology and Marine Biology from Bloomsburg University.

Genevieve A. Boehm
Project Specialist—Economic Development

Ms. Boehm has been with NJMR for over four years, and has progressively developed, planned and facilitated a diverse range of projects including marine trades programs, federal initiatives, and the development of the MOTBY Container Terminal site. This year she was elected a Vice-Chair of the Harbor Safety, Navigation and Operations Committee, one of the premier Harbor Safety Committees in the country, and was selected to sit on the Sea Grant Advisory Board.

Ms. Boehm is currently working toward a dual Masters degree in Public Administration and International Business at Seton Hall University.

W. Scott Douglas
Project Specialist—Dredging Program Manager

Mr. Douglas is an ecotoxicologist with over 15 years of experience working with contaminated sediments. Formerly the technical director of a local bioassay laboratory, he joined NJMR in July of 1997 and currently manages dredging projects and programs for NJMR, focussing on finding and evaluating innovative ways to manage dredged materials. He is also NJMR's point man on efforts to develop a plan to reduce the amount of contaminated sediments in the NY/NJ Harbor. Mr. Douglas is the current President of the regional Hudson-Delaware Chapter of the Society of Environmental Toxicology & Chemistry.

Mr. Douglas holds a Masters of Science in Environmental Toxicology from the University of Vermont and a Bachelor of Science in Zoology, and is the author of over 40 peer-reviewed publications and presentations.

Carol Gaunt
Executive Assistant

Ms. Gaunt serves as the Executive Assistant to the Executive Director. She joined NJMR in September of 1996 and currently has 14 years of State service. Carol acts as the principal assistant on administrative matters, such as the budget, personnel policy and regulation matters for the office, and acts as the liaison with other organizational units within and outside the Department. She assists in the development and implementation of measures to ensure NJMR directives are carried out.

Henry Justus
Project Consultant

Mr. Justus has been a member of NJMR since January of 1999. His responsibilities involve developing materials use applications for dredged material and for construction products derived from dredged material. Other duties include NJMR project monitoring, contract reviews, and proposal analysis. He is retired from 32 years of service with the Bureau of Materials at NJDOT where he was widely experienced in materials uses.

Mr. Justus is involved in writing specifications for the Federal Highway Administration for recycled materials for use in Transportation facilities under a separate contract. He is also a visiting professor of Rutgers University where he teaches Construction Materials in the Civil Engineering Department.

Jennifer M. Kinsky
Project Specialist—Maritime Research Technician

Ms. Kinsky joined NJMR in August of 1999. She is responsible for researching State and Federal legislative information, public outreach, and assisting with the Comprehensive Port Improvement Plan. She also assists with developing office initiatives and organizing statistics.

Ms. Kinsky holds a Bachelor of Science degree in Marine Biology from Richard Stockton College and is currently working on her Masters of Environmental Studies at the University of Pennsylvania.

Melody Lee Winder
Project Specialist—Administrative Services

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